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CURRENT SUCCESSES AND FAILURES  
IN HAULING HEAVY TRAINS IN YUGOSLAVIA

Egon Kos

The movement for running heavy trains has uncovered hidden reserves in Yugoslav railroad transportation, increasing utilization of existing capacities, effecting great savings in fuel and number of locomotives and personnel used, and increasing capacities of railroad lines.

The average car loading at the Zemun locomotive yard on the Zemun-Vinkovci line was 1,100 tons. The Zemun yard ran 23 pairs of cars /i.e., 23 round trips/ a day, using 28 locomotives, 56 engineers, and 56 firemen. These cars and personnel transported an average of 50,600 tons of goods daily.

The movement for running heavy trains increased the loading at the Zemun locomotive yard by 1,100 tons daily, or 100 percent, from 26 April to 15 May 1950. Only 14 locomotives were used, and the personnel was reduced to half the number previously required. An average of 77,910 kilograms of coal was saved daily.

The movement for hauling heavy trains was widely publicized after the conference of Strivers for High Production on Railroads held at Belgrade on 15 May 1950. Labor unions, especially those in locomotive yards, were active in organizing special conferences at which individual pledges for running heavy trains were made. Scarcely a locomotive yard in Yugoslavia today does not have a majority of engineers and firemen who have pledged to run heavy trains. At Osijek, 24 locomotive brigades have pledged to use 30 percent heavier loads. At Titovo Uzice, all locomotive brigades have pledged to use 50 percent heavier loads from Titovo Uzice to Cacak, and 20 percent heavier loads on the return trip. At the Sombor locomotive yard, all locomotive brigades have pledged to use 20 to 40 percent heavier loads. The Konjic locomotive yard, which operates on a cogged railroad line, has pledged 10 percent heavier loads. The Banja Luka locomotive

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yard has nine brigades which have pledged to use 100 percent heavier loads from Prijedor to Sunja, and 10 percent heavier loads on all mountain lines. Pledges to use heavier loads were made at the Maribor, Zagreb, Karlovac, Rijeka, Jjubljana, Sarajevo, Crveni Krst, Slavovski Brod, Vinkovci, and other locomotive yards.

The movement for operating heavy trains has been conceived as primarily affecting engineers and firemen. This conception is fundamentally erroneous, as the movement for running heavy trains involves all railroad workers, whether their duties lie in locomotive yards, stations, inspectorates, or in railroad workshops.

Failures in the proper moving of heavy trains are primarily caused by the irregular work and irresponsibility of individual car dispatchers. Their greatest shortcoming has been that they have often and unnecessarily detained cars at signals and have not taken account of car priorities. The dangers of unnecessary delays are especially noticeable with heavily loaded trains, for when they are delayed on lines with gradients the cars may uncouple, with serious results.

Not only the dispatchers of cars, but also the station masters, station managers, and car dispatchers of transportation sections are responsible for regulating the proper passage of heavily loaded and other cars.

Union organizations and transportation sections should hold regular meetings to discuss work shortcomings and present recommendations by which shortcomings may be overcome.

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